

LOCAL MISCELLANY.

CITY GOVERNMENT.

DEPARTMENT OF DOCKS—REPAIRS—THE FERRY RENTS.

At a meeting of the Commissioners of Docks yesterday the Secretary reported that the work ordered to be done on the several piers was progressing favorably. Commissioner Hunt, Chairman Committee on Water Fronts, reported unfavorably on the petition of Messrs. Peck & Waldron to have the slip dredged foot of Forty-eighth-st., N. R., also reported that the petition of H. B. Harrington to have the slips foot of Hammond-st. and foot of West Twentieth-st. dredged to extend it beyond the superintendence of Westerly, to see what they actually needed.

The petition of Stillman & Co. to have pier No. 9, East River, repaired was granted. The petition of Peck & Waldron, to have the slip foot of Forty-eighth-st. and Twentieth-st. dredged, was denied; the petition of Peck & Waldron, to build a pier and extend it beyond the usual length of piers, between Forty-seventh and Forty-eighth-sts., was denied.

Mr. Chapman of Auditing Committee, reported a bill of \$62,21, mostly for advertising, and it was ordered paid.

The complaint of Mr. H. Cook, made originally to Messrs. Commissioners of Docks, concerning the complaints of the hay, wood, and coal that were allowed to remain on the pier foot of Little West Twentieth-st., was reported on by Superintendent Ransom.

The obstructions were removed by the Corporation Counsel, in answer to a letter inquiring "To what department of the City Government belongs the right of collecting the ferry rents?" Mr. O'Farrell, in reply, gave the names of D. J. Sutliff & Co., P. D. Mullany, Chromey, engravers, and fancy goods will be consigned by Charles Taberd & Co., Caldwell & Co., H. Wood, Jr., and E. Lumley.

ALLEGANY STATION.

The first of this was near Susquehanna early last week. A bridge close to the station took fire from the spark of a passing engine. For several days the trains were, in consequence, delayed from five to seven hours each day. It was necessary to have the passengers walk nearly a mile across the break, to take a train on the opposite side. Baggage was also all transferred, causing great delay. The detentions, which many travelers thought could have been avoided, occasioned much hard feeling. No notice was given of the break to the patrons of the road, and they were subject to the detentions for a number of days.

THE BANKRUPT LAW—CHANGE IN ITS PROVISIONS.

The Bankrupt law went into effect on the 1st of June, 1867. An amendment was passed by Congress to the effect that at the expiration of one year after the law went into effect, no debtor should receive a discharge in bankruptcy unless his net assets would pay 50 per cent of the amount of his proved debts. Subsequently an extension of time for the operation of this amendment was made so that it would not expire until January 1, 1868.

Since that time, up to the present time, comparatively few petitions have been filed in bankruptcy, as it was supposed that the so-called "per cent clause" covered all debts without reference to the amount of the debts. This amendment, however, so far as it may have modified the law that the "50 per cent clause" will not affect debts contracted prior to 1869. This amendment is very important, and will affect the debtor class throughout the United States.

A large number of merchants and others coming from the West and Midwest, generally, are dunned for these debts, creating a sketch that at times is unbearable, and praying that it might be removed, as there was danger of its creating a panic.

President Agnew presented a petition, dated Aug. 17, signed by about 50 merchants and persons residing in the neighborhood of Pier Nos. 30 and 31, N. R., calling for the removal of the "per cent clause," and it was referred to the Executive Committee.

The petition of Wm. Andrews & Bros. to be allowed to have the two bollards that are on Pier No. 59, E. R., removed by a vote of 1 to 1.

Mr. H. C. Tracy introduced the following resolution, which was passed:

Resolved, That the Superintendent of Docks be authorized to cases as the obstructing the dock, in any way interfere with the public, to remove the same.

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